CLEVELAND PARK STADIUM
MIDDLESBROUGH

TEESSIDE SPEEDWAY

Official Programme
One Shilling

1st Meeting **1968 Season**

BRITISH LEAGUE DIVISION 2

TEESSIDE v. BERWICK

THURSDAY, 30th MAY, 1968 at 7.30 p.m.

BETTING STRICTLY PROHIBITED

TEESSIDE SPEEDWAY

Promoters : ALLIED PRESENTATIONS LTD.
Managing Director : RON WILSON
CLEVELAND PARK STADIUM, MIDDLESBROUGH
Telephone 47381

OFFICIALS

Clerk of Course: RON WILSON
A.C.U. Referee: J. ASHWORTH
Timekeeper: A. WEBSTER
Announcer: BERNARD GENT
Machine Examiner: M. GREGORY
Starting Marshal: E. EMMERSON
Pit Marshal: H. ATKINSON
Medical Officer: DR. HEBBLETHWAITE
St. John Ambulance Brigade in attendance

Licenced by Speedway Control Board Permit No. Applied for
Held under the regulations of the Speedway Control Board
Track Length: 335 yards
Official Track Record: Ove Fundin (Sweden & Long Eaton), 67 secs. 22nd April, 1965

TEES-SIDE CHATTER . . .

Good Evening Everybody,

A very big welcome to you on this the opening of what I hope will be the beginning of establishing our sport of Speedway firmly back in Tees-side.

With this aim in view I look forward with eager anticipation to the Season in front of us, in this newly formed Second Division.

As you probably know, Speedway has become a major sport up and down the country and all the centres in the British League have firmly established it, as one of the major family sports and it gives me great personal satisfaction to bring the sport to this area and know that with the eager keenness shown by yourselves, since the news was announced, in the many dozens of letters I have received, that you too think the same, that the time is right for a revival in this great area.

Speedway is now in its 40th Year since the first meeting was held in this country, the British League consists of 19 League Teams and now with the formation of this new Second Division with 10 Teams, and the possibility of Newport having a second team, I think Speedway is in its breakthrough year and will receive the recognition it deserves.

Of course, many of you will be seeing your first meeting tonight, I hope you enjoy what you see and will be back with us again next week. Our Sport like many others, has many rules and regulations governing it, the riders learn to team ride together and use tactics and I am sure the more you get to know about our Sport the more enthusiastic you will become.

The boys have only had one practice on this track last Thursday because of the time it has taken to prepare the Track and Stadium for tonights meeting and they themselves will need every encouragement during the initial period while they settle down to their Home Track and to riding as a Team. This I know you will give them, let them know that you are behind them and I know that in the weeks to come they will blend into a Team that will have the maximum of my aim and that is to take us one day from the Second Division into the British League First Division.

Tonight I would like to make a big welcome to Danny Taylor and his boys from Berwick. We hope they have a good trip down and they are going to enjoy a thrilling nights racing and so without more ado lets get on with the racing.

RON WILSON

THE TEES-SIDE TEAM

TOM LEADBITTER—A well known Midlands Motorcycle Scrambler, often seen on T.V. on Saturday afternoon. Started Speedway Racing two years ago and has shown very good progress. Last year received several outings with the Long Eaton Team. He rides an Eso Speedway machine which is acknowledged to be one of the best in the game nowadays. Tom is aged 23 and lives near Burton on Trent in the Midlands. I know that once Tom gets used to the tight Middlesbrough track he will take some beating.

GRAHAM PLANT—19 years old Graham is the son of ex. Middlesbrough and Fleetwood rider Wilf Plant. Wilf represented England with the touring team that visited South Africa in the early fifties, now his son Graham who took straight to Speedway has had one full Season attached to a British League side. With such a rider as Wilf behind him Graham has improved fast, has a well balanced style and I am sure with his young years will help him rise very high in the Sport.

PETE READING—Only started riding Speedway last winter at a training school, before that had spent a year on the grass tracks and in that year showed remarkable progress. He has the right temperament and dedication to become good. He is young and his ambition is to reach the top of the Sport.

FOR THE NEWCOMERS' TO SPEEDWAY . . .

When space permits we intend to list a few of the more important Rules taken from the Speedway Control Board Regulations, some are listed below :

A.7. **Reserve Rider**—The rider with the lowest average points score (including bonus points) as shown by the official statistics shall be number 7 and shall be the reserve.

Subject to the approval of the Management Committee any rider who has not participated in six official fixtures shall nevertheless be eligible as a reserve.

The Team Manager may direct the reserve to take part in a heat to replace a rider prior to the riders leaving the pits for the heat in question (in which case the replaced rider becomes a reserve for that heat) and shall direct the reserve to take part in a heat.

A reserve rider may not take part in any heat or re-run so that in aggregate he rides in more heats than the maximum permitted to any other rider in his team except that when he is replacing an injured rider he may, subject to the approval of the Referee, be permitted to ride up to a maximum of six rides in all.

A.9. **Tactical Substitutes**—If after the fourth heat of a fixture a team is six or more points in arrears a Team Manager may substitute a rider or riders in the next or succeeding heats with another rider (or riders) in his team, but such riders may be used as substitutes once only. Substitutions must stop when the team is less than six points in arrears. Rider No. 7 in either team may not be replaced by a Tactical Substitute. A Heat Leader shall not ride as a Tactical Substitute in a race in which a reserve is programmed to ride.

DO WHAT WE DO "GET THE PICK OF THE DISCS"

from **UPTONS**

175, Linthorpe Road, Middlesbrough

EVENT 1. BRITISH SPEEDWAY LEAGUE MATCH

TEESSIDE (Teesiders) v. BERWICK (Bandits) Div.2

Team Manager—Nigel Furniss
Team Colours—Red and White

Team Manager—D. Taylor
Team Colours—Black and Gold

4 LAPS CLUTCH START

Match decided on Race Points : 1st—3 points, 2nd—2 points, 3rd—1 point
League Points : Win—2, Draw—1 Riders are identified by Numbers and Riding Colours

Home Riders : Red and Blue Helmets Visiting Riders : White and Yellow/Black

Heat	RIDER	SUBSTITUTE OR REMARKS	Helmet Colour	Points scored by Riders	Teesside Team Points	Visitors Team Points	PROGRESSIVE TOTAL Teesside	PROGRESSIVE TOTAL Visitors
1	Graham Plant		Red					
Time	Dave Hardy		Blue					
	Roy Williams		White					
	Wayne Barry		Y/B.					
2	Tom Leadbitter		Red					
Time	Paul O'Neal		Blue					
	Brian Black		White					
	Mark Hall		Y/B.					
3	G. Edmonds		Red					
Time	Terry Lee		Blue					
	Brian Whaley		White					
	Grievs Davidson		Y/B.					
4	Dave Hardy		Red					
Time	Lex Fielding		Blue					
	Wayne Barry		White					
	Colin Robertson		Y/B.					
5	G. Edmonds		Red					
Time	Terry Lee		Blue					
	Brian Black		White					
	Mark Hall		Y/B.					
6	Tom Leadbitter		Red					
Time	Paul O'Neal		Blue					
	Roy Williams		White					
	Wayne Barry		Y/B.					
7	Graham Plant		Red					
Time	Dave Hardy		Blue					
	Brian Whaley		White					
	Grievs Davidson		Y/B.					
8	Paul O'Neal		Red					
Time	Lex Fielding		Blue					
	Mark Hall		White					
	Colin Robertson		Y/B.					
9	G. Edmunds		Red					
Time	Terry Lee		Blue					
	Roy Williams		White					
	Wayne Barry		Y/B.					
10	Tom Leadbitter		Red					
Time	Paul O'Neal		Blue					
	Brian Whaley		White					
	Grievs Davidson		Y/B.					

Heat	RIDER	SUBSTITUTE OR REMARKS	Helmet Colour	Points scored by Riders	Teesside Team Points	Visitors Team Points	TOTAL PROGRESSIVE Teesside	TOTAL PROGRESSIVE Visitors
11	Graham Plant		Red					
Time	Dave Hardy		Blue					
	Brian Black		White					
	Mark Hall		Y/B.					
12	Tom Leadbitter		Red					
Time	Terry Lee		Blue					
	Roy Williams		White					
	Brian Whaley		Y/B.					
13	Graham Plant		Red					
Time	G. Edmonds		Blue					
	Brian Black		White				43	34
	Grievs Davidson		Y/B.					

INTERVAL

RIDERS' INDIVIDUAL SCORE CHART

TEESIDERS	1	2	3	4	5	6	Total	BANDITS	1	2	3	4	5	6	Total
1 Graham Plant								1 Roy Williams							
2 Dave Hardy								2 Wayne Barry							
3 T. Leadbitter (C)								3 Brian Black							
4 Paul O'Neal								4 Mark Hall (C)							
5 G. Edmonds								5 Brian Whaley							
6 Terry Lee								6 G. Davidson							
7 Lex Fielding								7 Colin Robertson							
TOTAL								TOTAL							

**Denotes Supplementary Reserve*

NEXT THURSDAY 6th JUNE 1968

TEESSIDE v. NELSON

Tom Leadbitter — Murray Burt
Paul O'Neal — Alan Paynter
Graham Edmond — Gary Peterson

DON'T MISS THIS THRILLER!

Event 2

RIDER OF THE NIGHT

(First and Fastest 2nd to Final)

HEAT 1		Points
Graham Edmonds	Red	.....
Dave Hardy	Blue	.....
Roy Williams	White	.....
Grievs Davidson	Y/B	.....

Time.....

HEAT 2		Points
Graham Plant	Red	.....
Paul O'Neal	Blue	.....
Brian Black	White	.....
Brian Whaley	Y/B	.....

Time.....

HEAT 3		Points
Tom Leadbitter	Red	.....
Terry Lee	Blue	.....
Wayne Barry	White	.....
Mark Hall	Y/B	.....

Time.....

Event 3

RESERVE SCURRY

		Points
Lex Fielding	Red	.....
Colin Robertson	Blue	.....
John Spilsbury	White	.....
.....	Y/B	.....

Time.....

Event 4

RIDER OF THE NIGHT FINAL

		Points
.....	Red	.....
.....	Blue	.....
.....	White	.....
.....	Y/B	.....

Time.....

IN AT THE BEGINNING THIS TIME

By BRIAN SEERY

Speedway's last major expansion came in 1960—when the ten-team Provincial League ceased to be a dream and became a reality.

And Middlesbrough were on the outside looking in.

And didn't join the action until the following season. And stayed with it until the Provincial League was no more.

It was a major point of regret on Tees-side that when the big amalgamation came and the British League was created in 1965 that Middlesbrough were once again on the outside looking in.

But not any longer.

For expansion is here again. With the arrival of the British League—Division 2.

This is not quite the Provincial League all over again. For three reasons.

First, the remainder of speedway is in a much, much healthier state than it was when the Provincial League was born in 1960.

Second, two teams in Division One, Belle Vue and Newport, are to run reserve sides in the new Division Two.

And third, whereas the Provincial League only served to reintroduce speedway to areas which had already promoted the sport since the war, this new Second Division is spreading the gospel of League speedway to areas hitherto untouched. Areas as widely spaced as Canterbury and Crayford in the South-East, Reading and Berwick in the North.

Eleven teams in all appear on the 1968 Division Two fixture schedule. The four new venues and the two reserve teams mentioned above; ourselves; Rayleigh, Plymouth, Weymouth and Nelson.

Eleven teams—with three targets.

To entertain.

To win the Division Two title.

And, perhaps most important of all, to produce new riders.

And Middlesbrough have done their share of this in the past.

Take the 1967 World Championship Final at Wembley. The place was not exactly teeming with Englishmen on the big night. Only four had reached the last sixteen—together with a couple of New Zealanders and a host of foreigners.

And of those four Englishmen, TWO were members of the Middlesbrough Provincial League team way back in 1961. Eric Boocock and Rick France. Who had travelled far down the road from such humble beginnings.

Tonight, and in subsequent weeks, in the Middlesbrough team and with the visitors, you will be seeing many young men on the same step of the ladder that Eric and Rick occupied seven years ago.

They will need YOUR help, YOUR support, YOUR appreciation. Even, for a while, perhaps, YOUR patience.

Given that, the end product must be speedway's gain.

FOLLOW THE TEESIDERS

TEESSIDE SPEEDWAY FIXTURES—1968 SEASON

DATE	H—*Denotes HOME* A—*Denotes AWAY*		*RESULT*
Thursday, May 30	TEESSIDE v. BERWICK	H	
Friday, May 31	Canterbury v. Teesside	A	
Thursday, June 6	TEESSIDE v. NELSON	H	
Sunday, June 9	Weymouth v. Teesside	A	
Thursday, June 13	TEESSIDE v. RAYLEIGH	H	
Thursday, June 20	TEESSIDE v. CANTERBURY	H	
Saturday, June 22	Rayleigh v. Teesside	A	
Thursday, June 27	RESERVED DATE		
Thursday, July 4	TEESSIDE OPEN TROPHY	H	
Thursday, July 11	TEESSIDE v. WEYMOUTH	H	
Thursday, July 18	TEESSIDE v. BELLE VUE	H	
Saturday, July 20	Nelson v. Teesside	A	
Monday, July 22	Reading v. Teesside	A	
Thursday, July 25	TEESSIDE v. PLYMOUTH	H	
Wed'day, July 31	Belle Vue v. Teesside	A	
Thursday, Aug. 1	TEESSIDE OPEN MEETING	H	
Thursday, Aug. 8	TEESSIDE v. CRAYFORD	H	
Thursday, Aug. 15	TEESSIDE v. READING	H	
Wed'day, Aug. 21	Crayford v. Teesside	A	
Friday, Aug. 30	Plymouth v. Teesside	A	
Friday, Sept. 6	Berwick v. Teesside	A	

NOTE.—The management reserve the right to alter this programme should it be necessary through any cause to abandon the meeting prior to the start of the sixth race in the programme. Re-admission tickets issued at entrances (available for any one of the next three meetings) will become valid. In no circumstances will any money be refunded. Rights of admission reserved. Motor sport events are dangerous and all persons attending this meeting do so entirely at their own risk. It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting including the owners and lessees of the stadium and the owners and drivers of the vehicles and passengers in the vehicles are absolved from all liability arising out of accidents causing damages or personal injury to spectators or ticket holders. In no circumstances will any money be refunded. Betting is absolutely prohibited at this meeting. The management reserves the right to make alterations or additions to the programme.

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